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is devoted to "detailed descriptions of selected families" under the poverty line. In chap. viii the authors advocate decentralization of the industrial population so that small farming may be combined with work for wages—a measure which Rowntree has made familiar through his *Land and Labour: Lessons from Belgium*, but which seems to have received scant attention in connection with the problem of the unemployed.

The authors limit themselves to a discussion of immediate causes of unemployment—looking at it from the point of view of why employment is not secured as well as from the point of view of why the lost employment was lost—and to measures which the analysis of causes naturally suggests. Most of the measures advocated are those urged in the majority or in the minority report of the Royal Commission on the Poor Laws. Emphasis is placed upon (1) better home surroundings, better training, vocational guidance, and instruction in continuation schools, for youths where the problem must first be attacked; (2) the doing of certain kinds of national and local government work in slack times—the work to be conducted in a business-like manner; (3) the decasualization of labor by labor exchanges of an approved type, and the withdrawal of the vicious and the treatment or care of the deficient; (4) insurance which would give a reserve power and prevent many from falling into the ranks of casual labor and perhaps becoming "work-shy"; and, above all, (5) the decentralization of town populations and the securing of allotments (by lease rather than by purchase) which would afford supplementary employment and a supplementary income, prevent demoralization and deterioration when industrial employment is not to be had, and provide the best surroundings for rearing children. The discussion of those and of other measures is acute and the opinions expressed will generally meet with approval.

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Railway Transportation. A History of Its Economics and of Its Relation to the State. By CHARLES LEE RAPER. New York: Putnam, 1912. 8vo, pp. xii+331.

The title-page of this book announces that it is based upon Hadley's *Railroad Transportation*, but the meaning of the statement is not at all clear. It is difficult to see what "based upon" signifies, inasmuch as the points of resemblance between the two books are few and slight. In its scope and plan the new work is very different from the old; and even in

the discussion of particular topics the treatment is almost invariably original. It is true, however, that there is something in the tone and spirit of the present volume which is reminiscent of President Hadley's work.

The book is not a general discussion of railway transportation, but is, in the main, a specific study of that subject in each of five countries—Great Britain, France, Italy, Germany, and the United States. In the case of each of these countries the subject is presented under the following five heads: "Development of the Lines," "General Conditions of Traffic," "Passenger Service and Rates," "Freight Service and Rates," and "Ideals and Machinery of State Control." While the discussion of transportation in this country is somewhat more ample than in the case of the other nations, it covers but one hundred pages, and is therefore necessarily scanty.

Following the treatment of transportation in the countries just mentioned, there is a chapter on "State Operation of Railways," with special reference to Belgium, Austria, Italy, France, and Germany. In regard to this subject the author concludes that government operation of railways in this country would be highly undesirable. He then closes his book with arguments for the establishment of an express service by the railway corporations of this country, and for the development of a parcels-post by the post-office department.

This work is hardly suited for use as a textbook forming the foundation of a college course in railway transportation. Its very cursory treatment of railway conditions and problems in the United States quite unfits it for such a use. But there is much excellent material in it, and hence, in spite of the fact that it is not free from errors, it may advantageously be employed for supplementary reading in a course in which lectures or a more complete text form the basis of the work.

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Democratic England. By PERCY ALDEN. New York: Macmillan, 1912. 8vo, pp. xii+271.

Democratic England is both a survey of recent social legislation in Great Britain and an *apologia* of the New Liberalism. The Liberal government has seriously set itself to repair the havoc wrought by unregulated competition during the industrial revolution and to reconstruct society upon democratic lines—to break down monopoly, to lessen the glaring inequalities of opportunity, and to secure for everyone a reason-